



# **APPENDIX H**

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## **COMMUNITY WORKSHOP #1**

## COMMUNITY WORKSHOP #1

South Doyle Middle School (Library)

September 5, 2018 – 5:30 PM – 7:00 PM

### WORKSHOP SUMMARY

#### Overall Summary

- 123 people signed in for this workshop, although it is believed that the total attendance may have been closer to 150 people.
- Each attendee was provided a Handout and a Passport; both are included as an attachment.
- Also in attendance were 4 representatives from the Knoxville-Knox County Metropolitan Planning Commission, 2 representatives from the City of Knoxville, and 6 representatives from the consultant team.



**One Word Exercise**

- Participants were asked to provide 'one word' describing how they view Chapman Highway today, and 'one word' describing their vision for the future of Chapman Highway.
- The results are summarized on the next page; the size of the text in these 'word cloud' summaries are proportional to the number of responses matching that word.

## ONE WORD

Please provide one word to describe the following:

**How do you view Chapman Highway today?**

**What is your vision for the future of Chapman Highway?**

CHAPMAN HIGHWAY IMPLEMENTATION PLAN

### How do you view Chapman Highway today?



## What is your vision for the future of Chapman Highway?

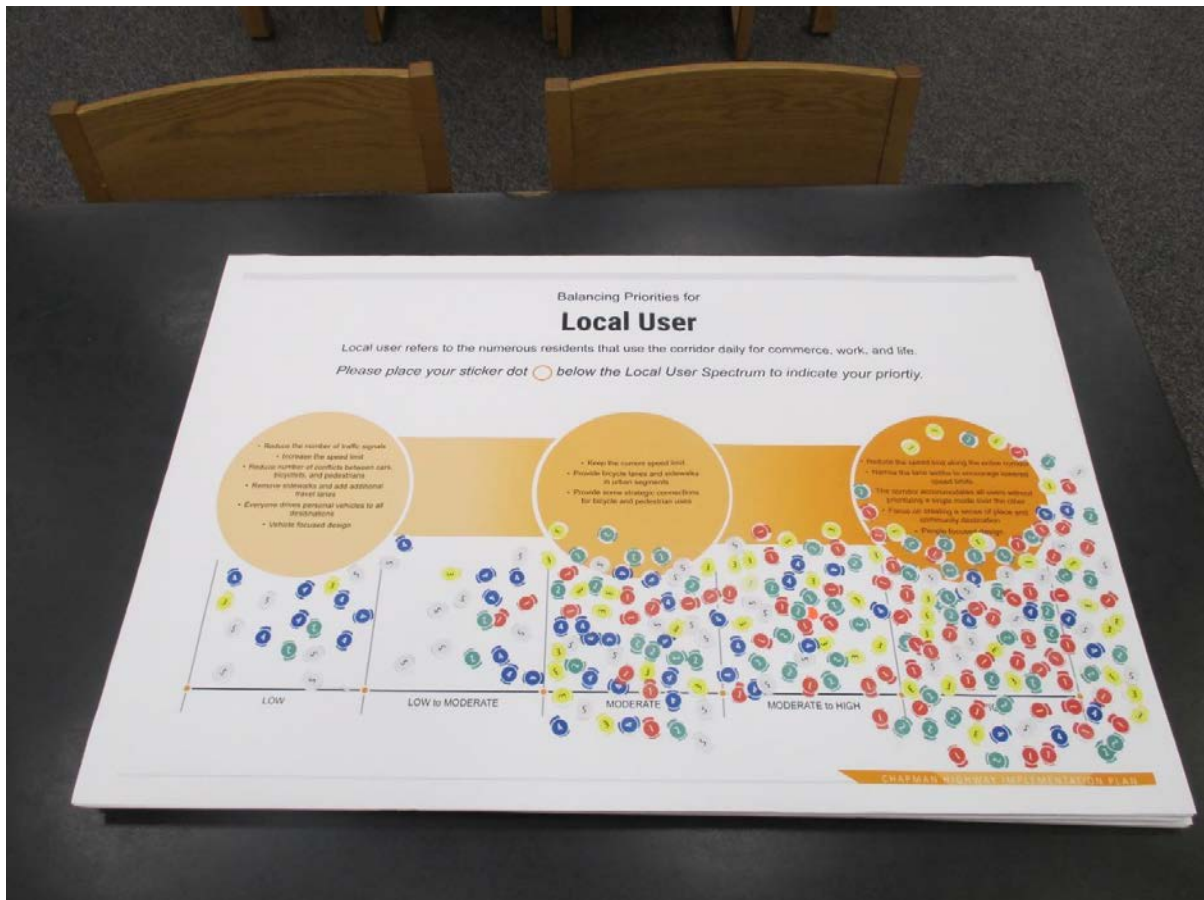


**Multimodal Mapping Exercise**

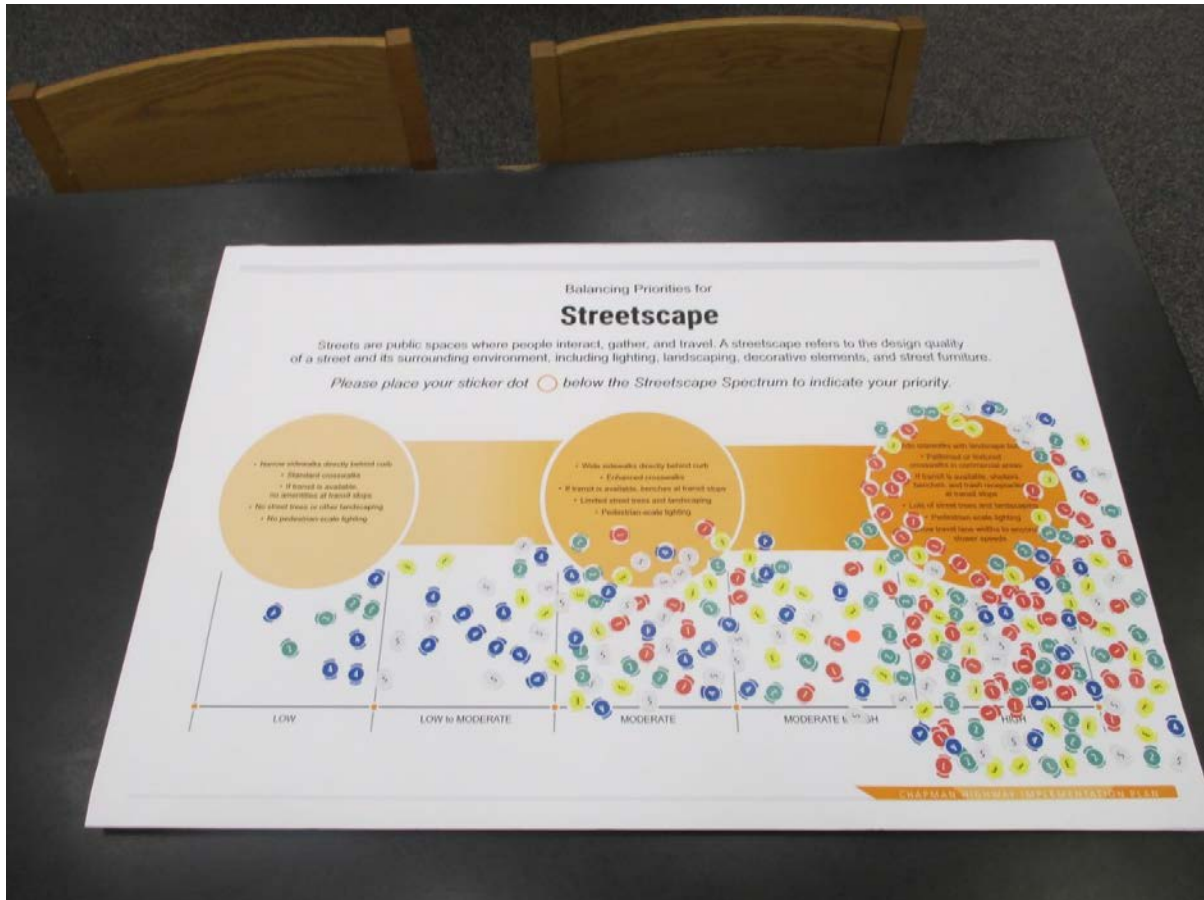
- Participants were asked to use varying colors of dots to identify areas for improvement on aerial mapping of the Chapman Highway Corridor. The most frequent comments are summarized below.
- Segment 1
  - Prefer separated bike/ped facilities in this area
  - Need bike/ped facilities at signalized intersections (crosswalks, striping, etc.)
  - Several businesses have too much parking along the corridor
  - There is congestion at several intersections
  - East Martin Mill Park Pike intersection has major accidents
  - Need more comfortable facilities for pedestrians, especially when crossing driveways
- Segment 2
  - Need center turn lanes in this segment
  - Visibility issues at Stone Road intersection
  - Dangerous for pedestrians to walk in this segment—no facility or lighting
  - Turning movements at Red Bug Road are dangerous
- Segment 3
  - Colonial Drive intersection needs improvement: sight distance, vehicles using parking lots for access to Chapman Highway
  - Trees along corridor block visibility
  - Need center turn lane in this segment
  - Need pedestrian facilities at intersections
  - East Ford Valley Road feels dangerous: visibility
  - Old Walmart site could be retrofitted into new retail if parking were reduced
- Segment 4
  - Need turn lanes in this segment
  - There is an old railroad bed along a portion of this segment that could be used as side path
  - W Dick Ford Lane intersection is dangerous
  - Nixon intersection is dangerous
- Segment 5
  - Congestion at Green Road and W Norton Road
  - Need pedestrian access to businesses

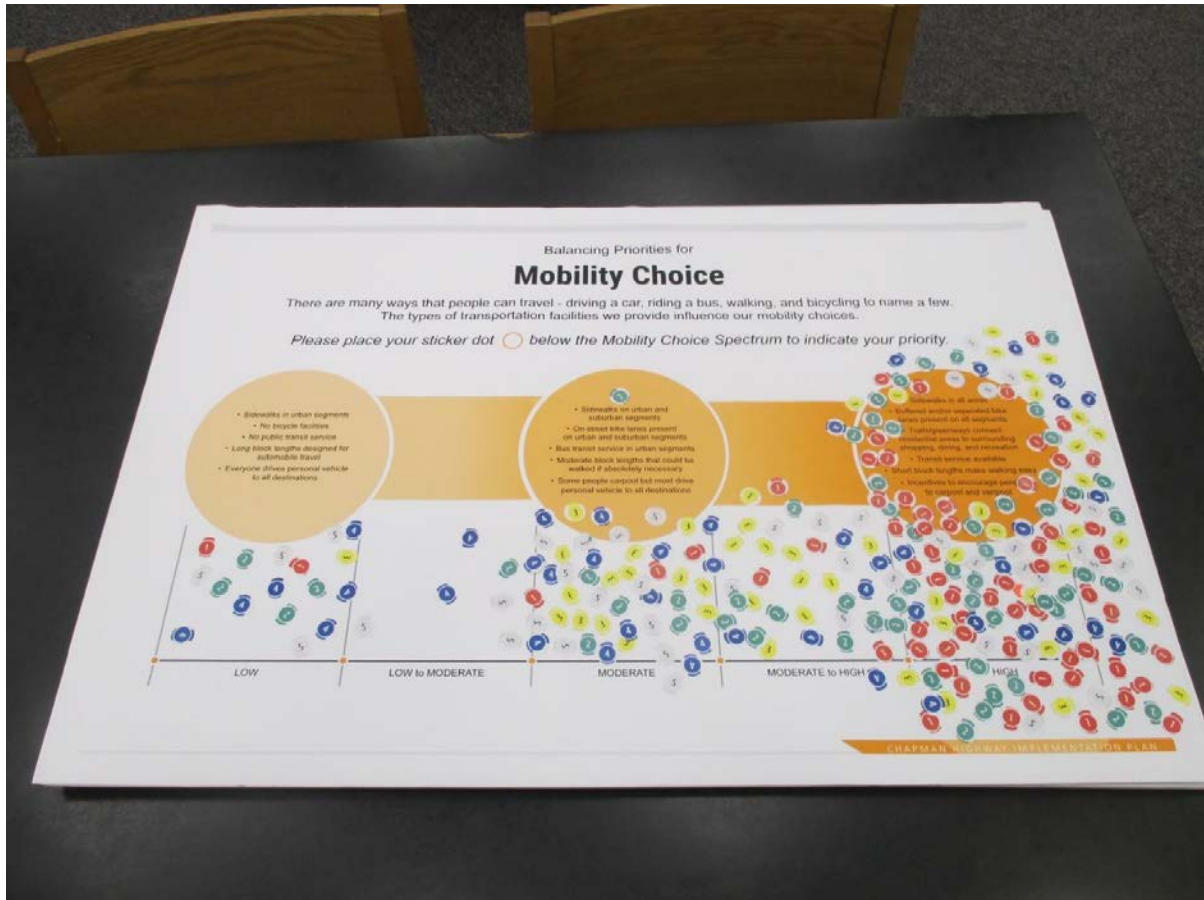
### Priority Spectrum

- Participants were asked to use varying colors of dots to consider trade-offs and determine their own priority for four (4) categories – Local User, Streetscape, Mobility Choice, and Access Management.
- The **Local User** results indicate that most workshop attendees identified themselves as ‘local users’ who travel to/from Chapman Highway, as opposed to ‘regional commuters’ who travel through Chapman Highway.
- The **Streetscape** results indicate that most workshop attendees prefer more streetscape elements.
- The **Mobility Choice** results indicate that most workshop attendees prefer having mode choices for their own transportation, and that pedestrian/bicycle/transit options should be provided.
- The **Access Management** results indicate that most workshop attendees prefer reducing the number of driveways and reducing the number of left-turn movements along Chapman Highway.
- The 5 workshop boards and complete results are included as an attachment.











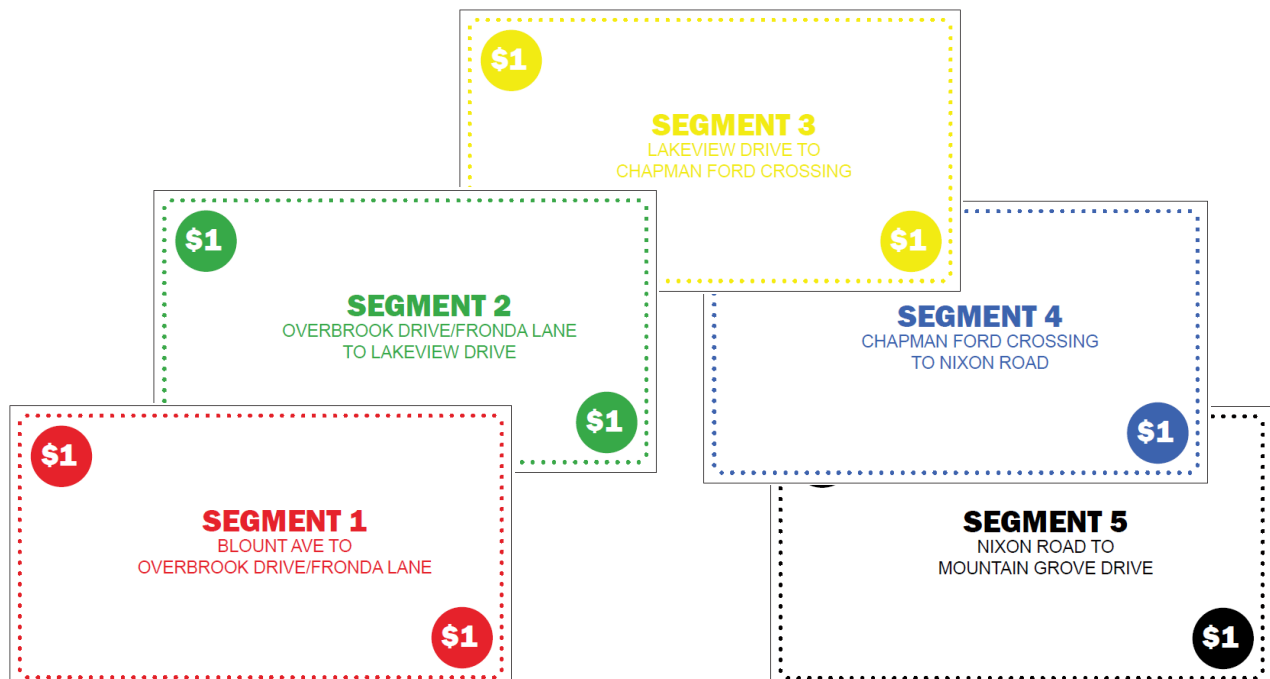


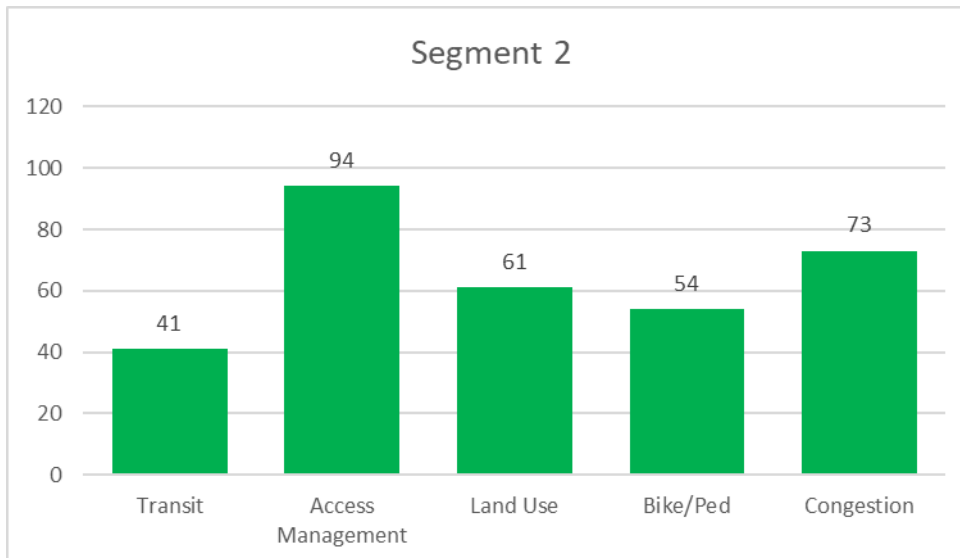
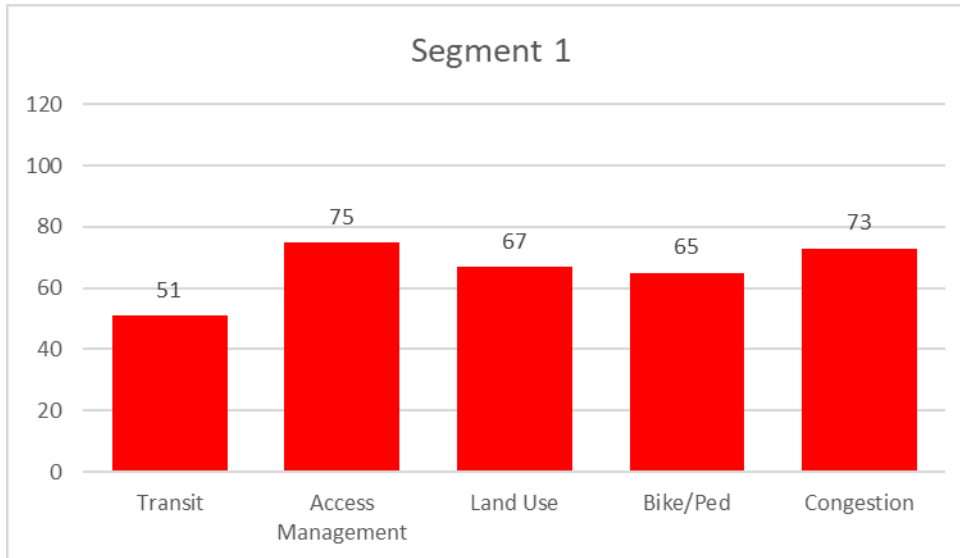
### Visual Preference Survey

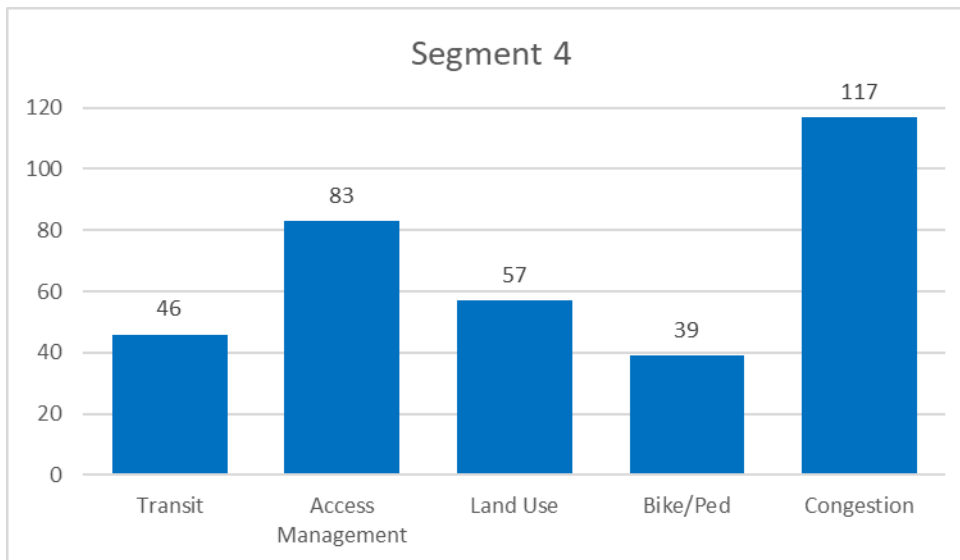
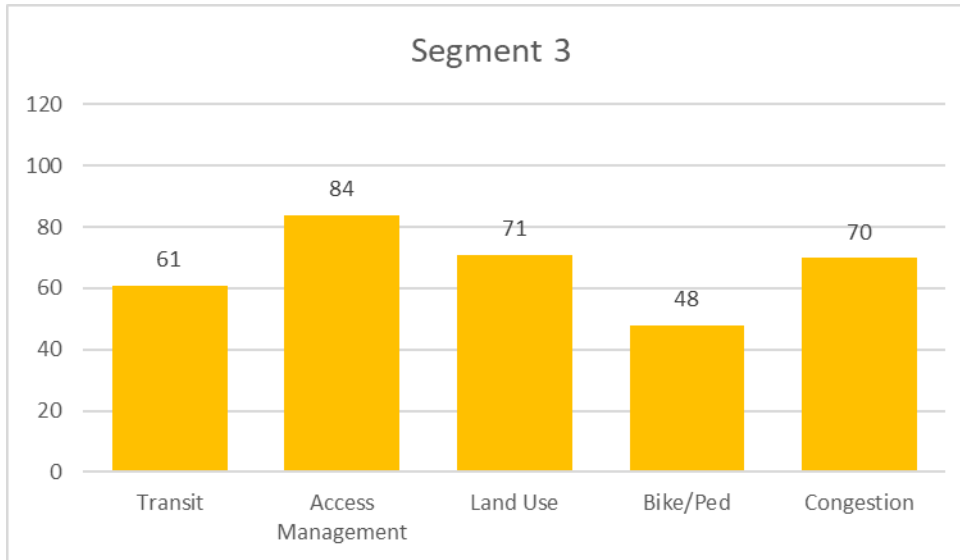
- Participants were asked to view 30 slides of various transportation facilities (bicycle, transit, pedestrian, roadway) and indicate if they “Like” or “Don’t Like” what they were viewing.
- Participants identified a desire for pedestrian and bicycle facilities that have some type of physical separation from the roadway where vehicles travel.
- The 30 slides and complete results are included as an attachment.

### Budgeting Exercise

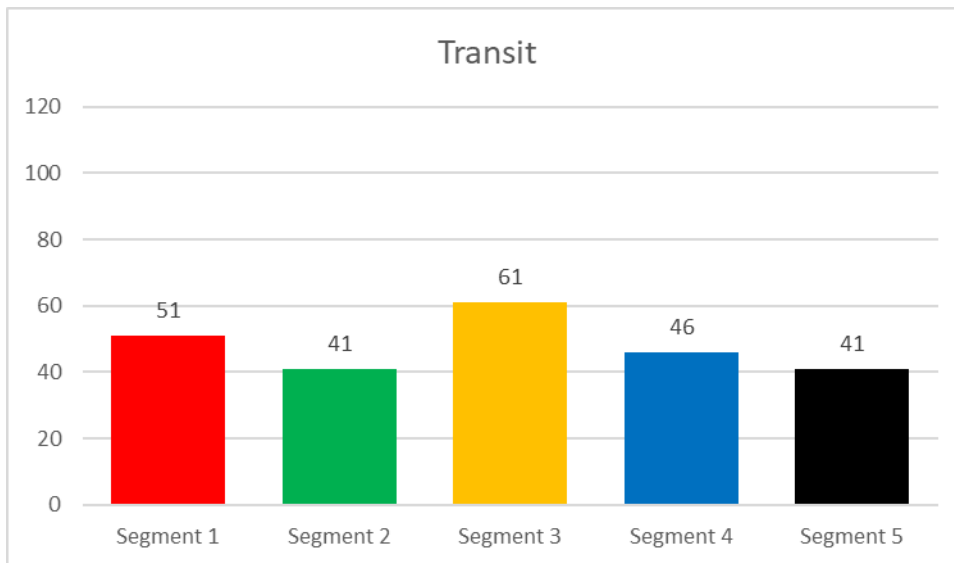
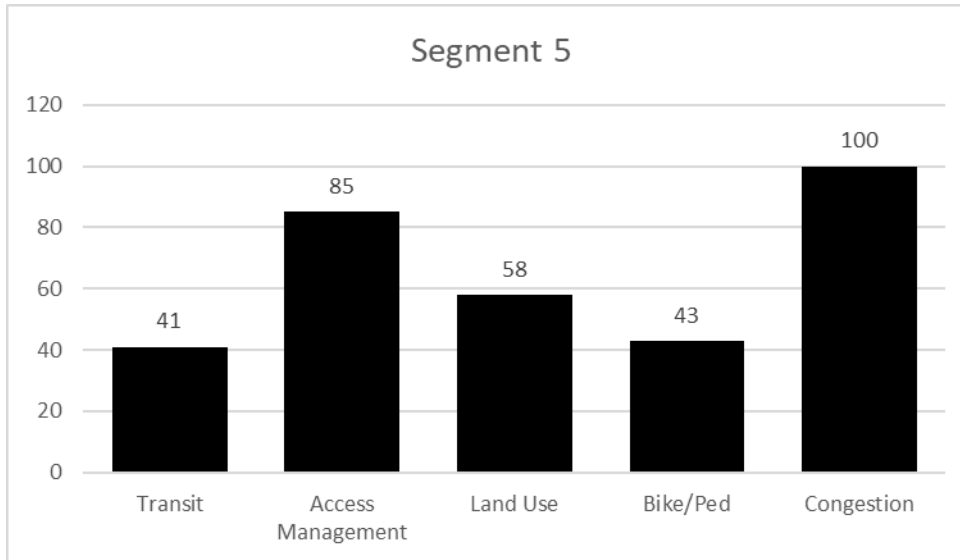
- Participants were asked to allocate \$25 of pretend money - \$5 per segment, for 5 different segments of Chapman Highway – among five (5) investment categories:
  - **Access Management:** Install Medians, Consolidate Driveways, or Limit Left Turns
  - **Bicycle & Pedestrian:** Provide Sidewalks, Bike Lanes, Shared Use Paths, Curb Ramps, Crosswalks, and Pedestrian Signals
  - **Congestion:** Improve Existing Traffic Signals, Add New Signals, or Add Turn Lanes
  - **Land Use:** Create a Cohesive Streetscape Through Landscaping, Development Form, and Design
  - **Transit:** Provide Better Transit Amenities Such as Shelters, Benches, and Lighting
- A total of **\$1,657** was allocated by participants:
  - \$433 – Congestion
  - \$421 – Access Management
  - \$314 – Land Use
  - \$249 – Bicycle & Pedestrian
  - \$240 – Transit
- Access Management received the most investment for Segments 1, 2, and 3.
  - Access Management received the 2<sup>nd</sup> most investment for Segments 4 and 5.
- Congestion received the most investment for Segments 4 and 5.
  - Congestion received the 2<sup>nd</sup> most investment for Segments 1 and 2, and was nearly tied for 2<sup>nd</sup> most investment for Segment 3.
- The results are summarized in two (2) different ways on the following pages – first, by segment; second, by investment category. The numbers represent the amount of pretend money allocated to each investment category for each segment.

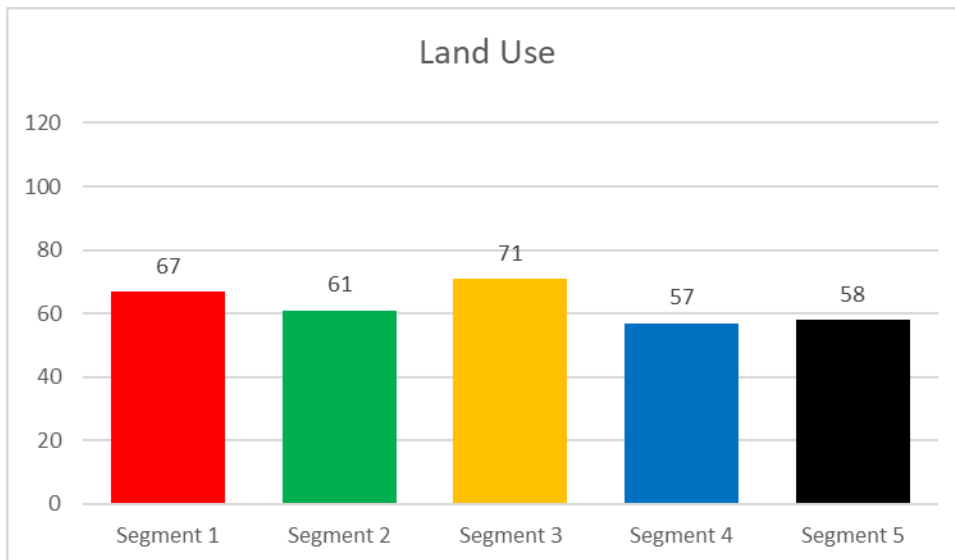
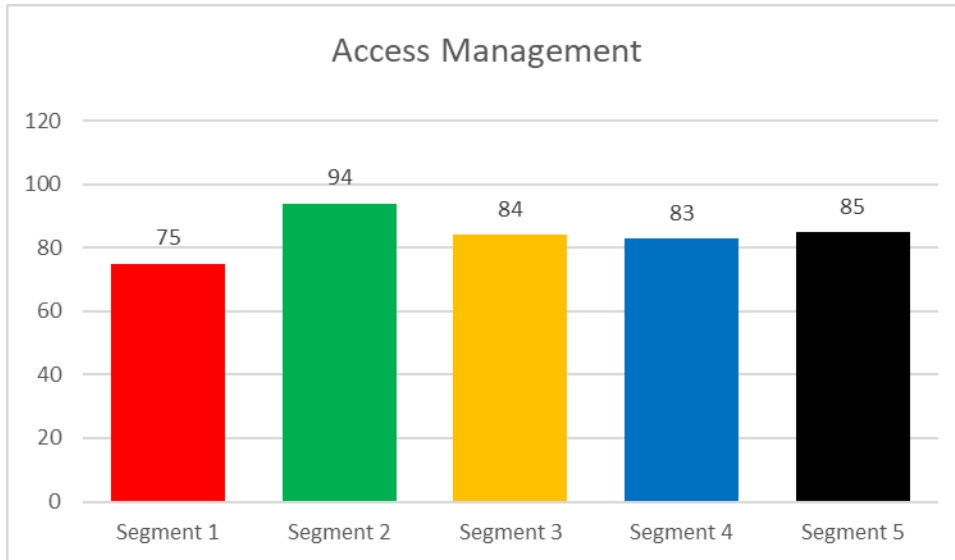


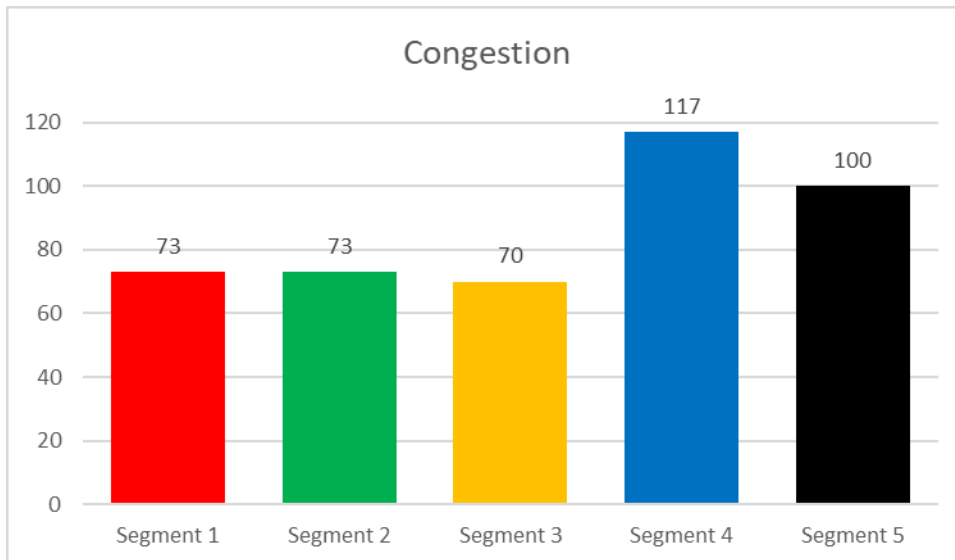
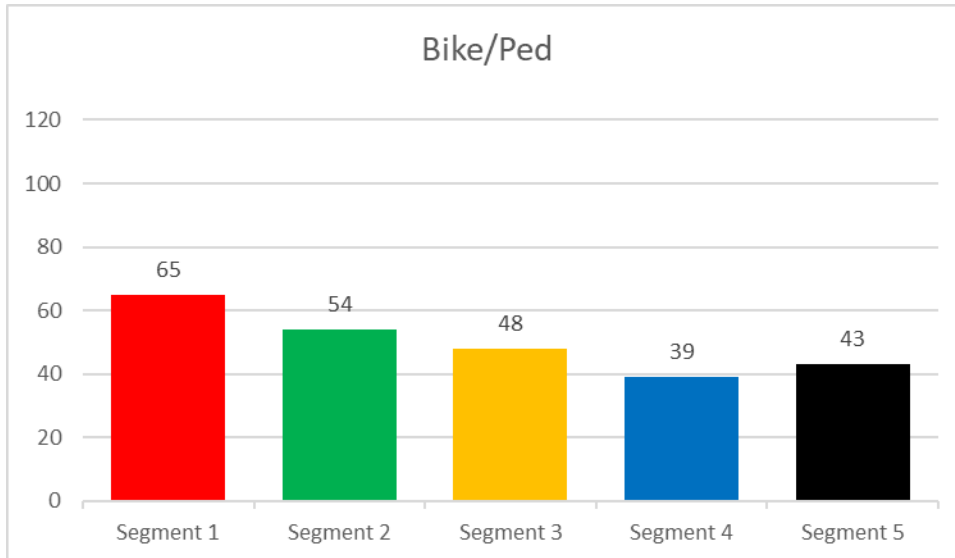












## What is the Chapman Highway Implementation Plan?

The Chapman Highway Implementation Plan, led by the Metropolitan Planning Commission and City of Knoxville, will identify and prioritize improvements for the six-mile section of Chapman Highway within the city limits that runs from Blount Avenue to just south of Governor John Sevier Highway. This effort will evaluate previous studies, confirm their recommendations, identify new issues, and develop an actionable strategy for corridor improvements. The project is anticipated to wrap up in early 2019.

## Your input at this workshop is important!

Feedback received at this workshop and other public outreach opportunities will be used to develop a list of projects to be considered for implementation.

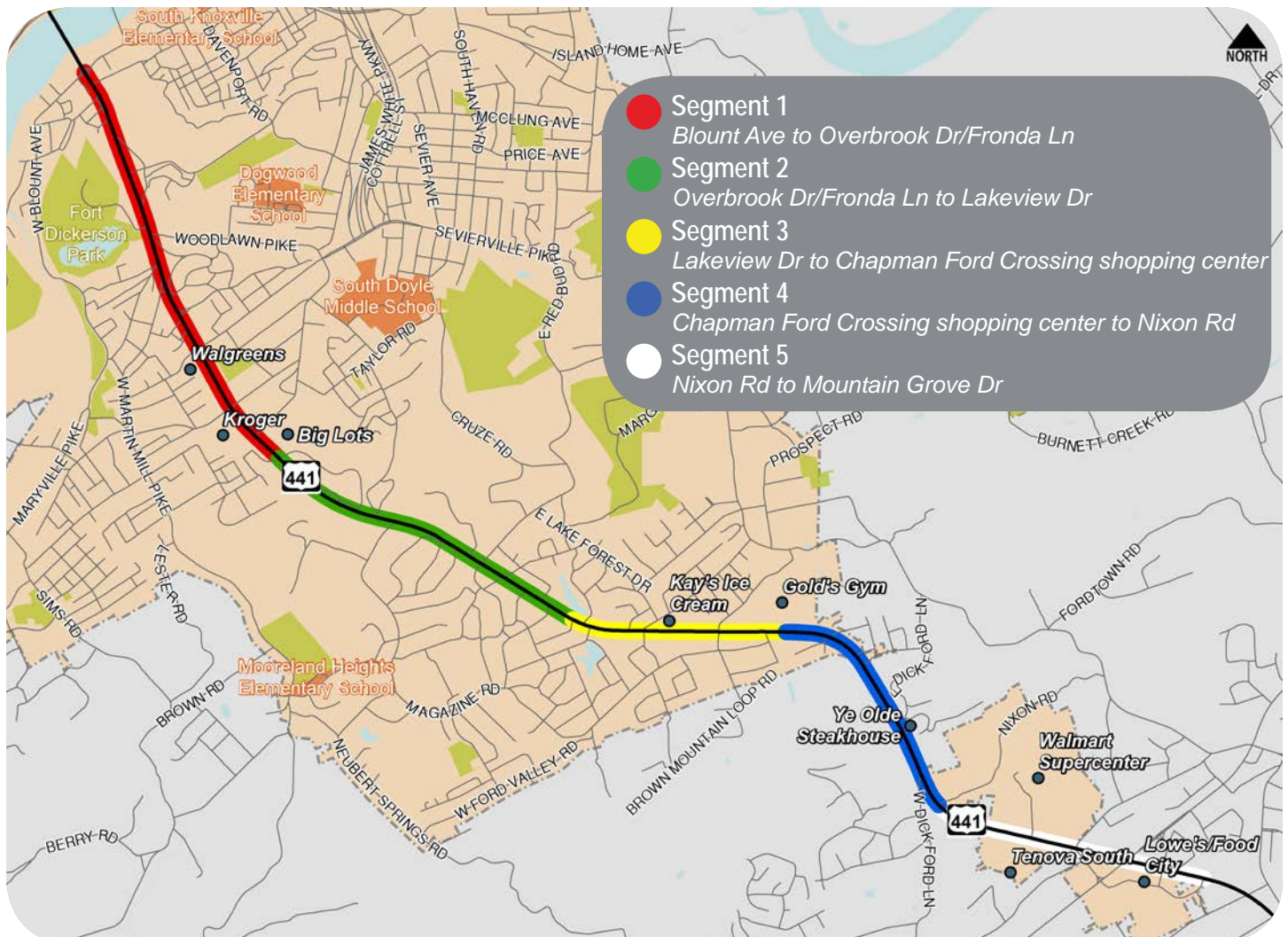
## Corridor Segments

Many of the activities at the workshop ask you to provide feedback specific to five unique segments of Chapman Highway. The segments are detailed on the map at the bottom of this handout for your reference.

## Stay Involved

In addition to the workshop tonight, you can provide additional feedback using the project's online survey. Help spread the word, by encouraging your family and friends to take the survey as well. For project updates and to access the online survey, please visit

<https://knoxtrans.org/chapman-highway>





# PASSPORT

## ITINERARY

SEPTEMBER 5, 2018

CHECKLIST	ACTIVITY LOG
<input type="checkbox"/>	SIGN IN STATION <ul style="list-style-type: none"> <li>• INFORMATION WALL</li> <li>• ONE WORD</li> </ul>
<input type="checkbox"/>	STATION 1 - MAPPING EXERCISE
<input type="checkbox"/>	STATION 2 - TRADEOFFS EXERCISE
<input type="checkbox"/>	STATION 3 - VISUAL PREFERENCE SURVEY
<input type="checkbox"/>	STATION 4 - BUDGET EXERCISE

## THANK YOU!

Your feedback tonight is invaluable to the success of the **Chapman Highway Implementation Plan**. As a way to say thank you, participants who complete all activities will be entered in a **prize drawing**. Simply fill out the information below and place your passport in the box at the sign in table.

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Zip Codes:

Home: \_\_\_\_\_

Work: \_\_\_\_\_

# PASSPORT

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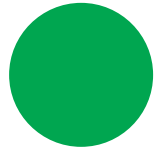
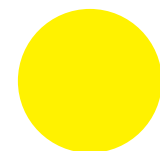
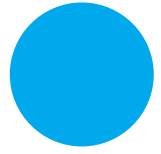
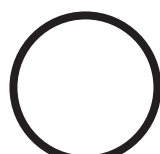


# Balancing Priorities

## We Need Your Help

We want to know your priorities regarding transportation for the Chapman Highway Corridor.

You have been given five sticker dots:

- 1 red sticker dot  representing segment 1
- 1 green sticker dot  representing segment 2
- 1 yellow sticker dot  representing segment 3
- 1 blue sticker dot  representing segment 4
- 1 white sticker dot  representing segment 5

Adjacent to this board there are four boards, each with a different priority spectrum:

- **Local user** refers to the numerous residents that use the corridor daily for commerce, work, and life.
- **Streetscape** refers to the design quality of a street and its surrounding environment, including lighting, landscaping, decorative elements, and street furniture.
- **Mobility Choice** refers to the many ways that people can travel - driving a car, riding a bus, walking, and bicycling to name a few.
- **Access Management** refers to elements of the street that organize vehicle movements through strategic driveway placement, left-turn consolidation, and property connectivity.

Please place each sticker dot along the spectrum with the corresponding segment color to indicate your priority for each subject. You can place your dot at either end, the middle, or somewhere in between based on your desires.

Keep in mind that ***TRADE-OFFS*** are inevitable; when you prioritize one concern, you minimize others. While we know we cannot please everyone and this is not a binding “vote,” our goal is to understand and balance priorities to achieve a level of consensus as we assemble an implementation plan for the Chapman Highway Corridor.

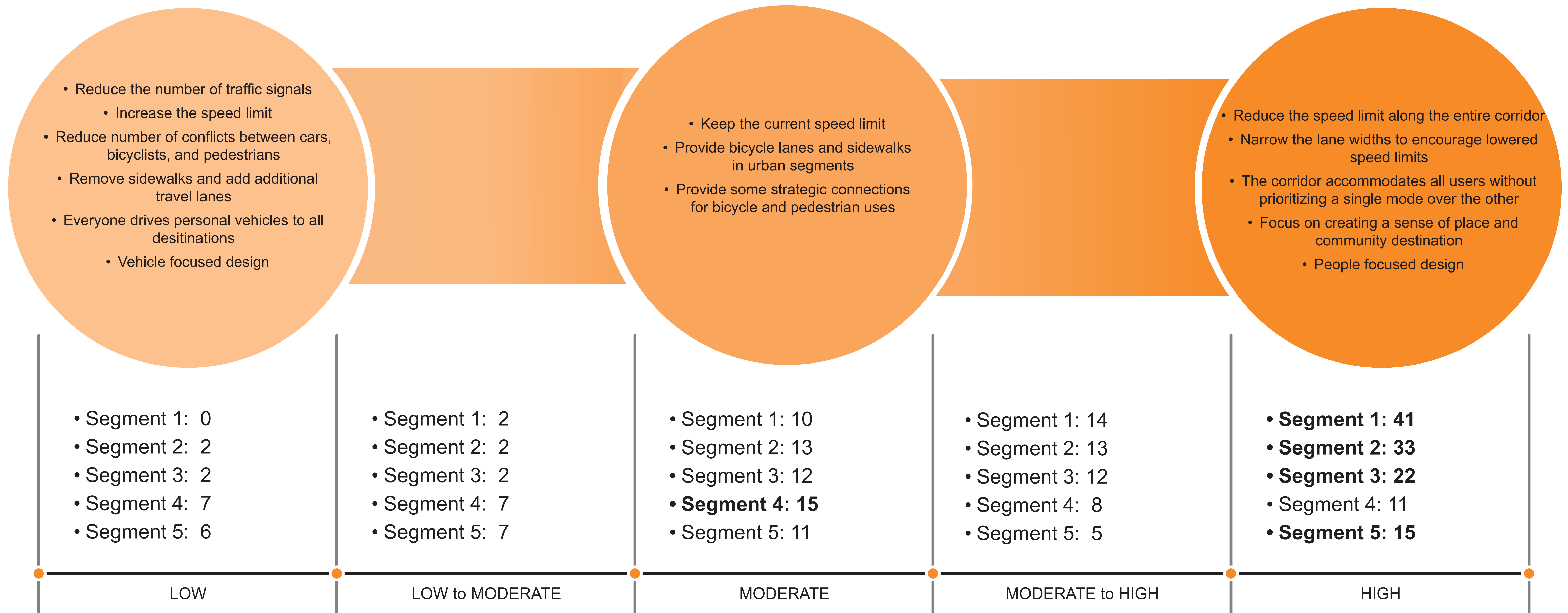
Thank you for your participation.

## Balancing Priorities for

# Local User

People use streets for many different reasons - life, work, school, accessing a destination. Residents, students, and commuters all utilize the corridor with different purposes in mind. Local user refers to residents and students that use the corridor daily to access commerce, work, and destinations within their community.

*Please place your sticker dot  below the Local User Spectrum to indicate your priority.*

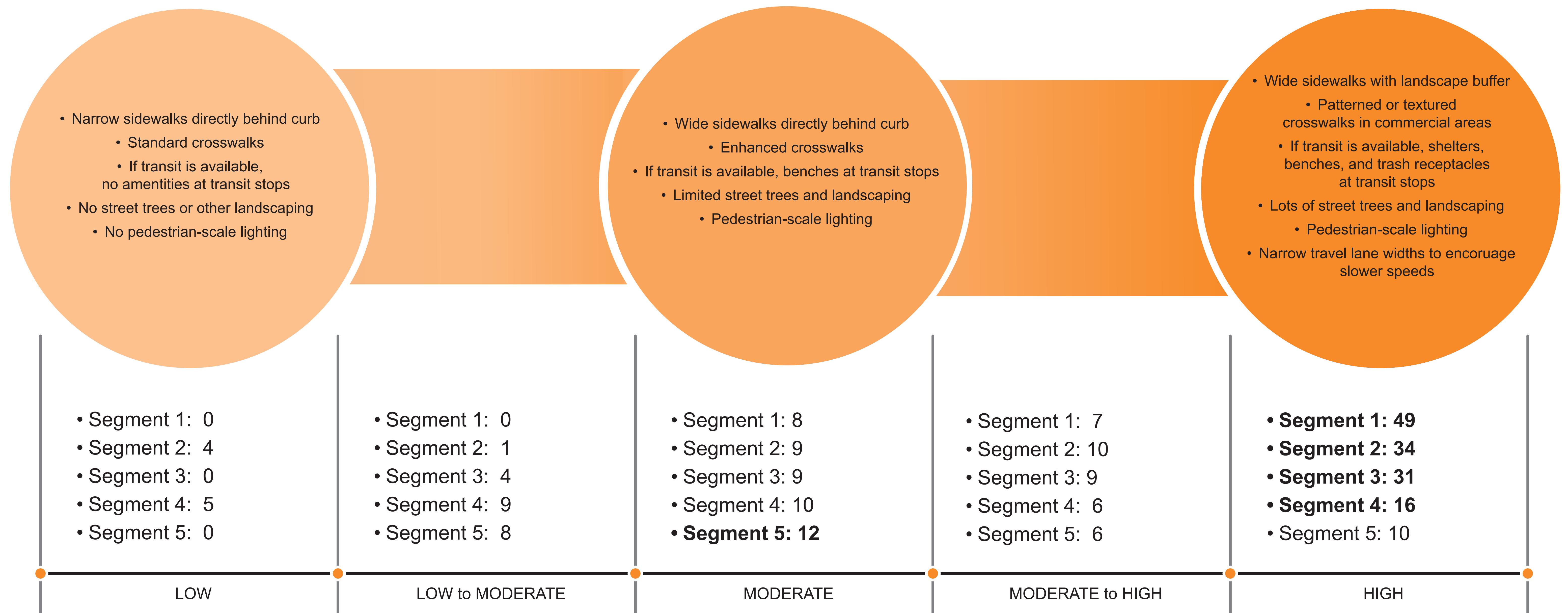




# Balancing Priorities for Streetscape

Streets are public spaces where people interact, gather, and travel. A streetscape refers to the design quality of a street and its surrounding environment, including lighting, landscaping, decorative elements, and street furniture.

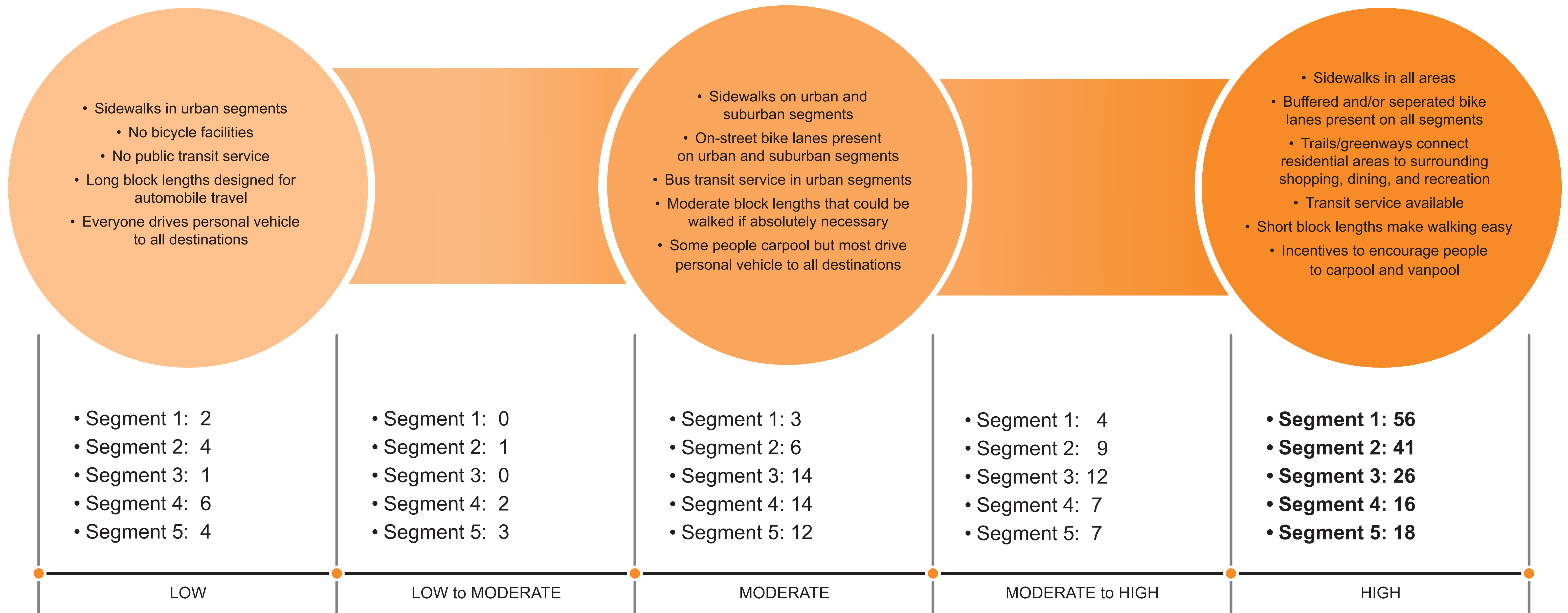
*Please place your sticker dot  below the Streetscape Spectrum to indicate your priority.*



# Balancing Priorities for Mobility Choice

There are many ways that people can travel - driving a car, riding a bus, walking, and bicycling to name a few. The types of transportation facilities we provide influence our mobility choices.

*Please place your sticker dot  below the Mobility Choice Spectrum to indicate your priority.*

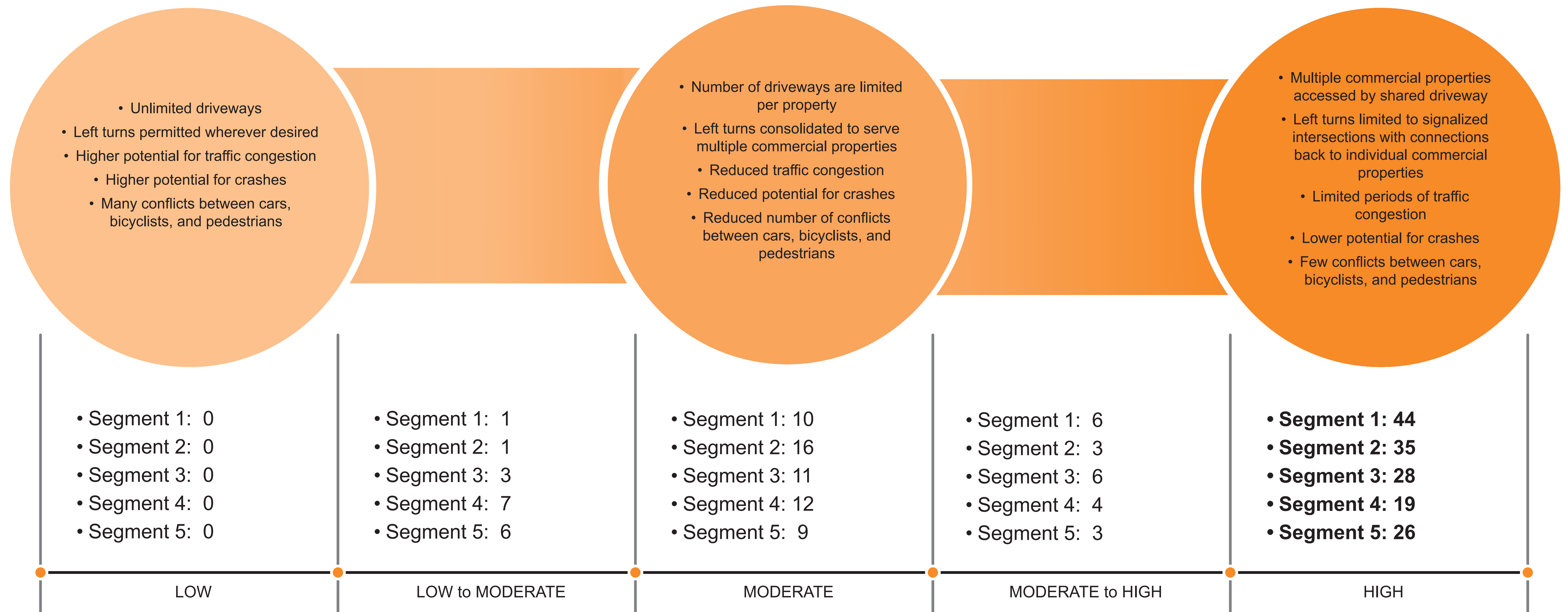




# Balancing Priorities for Access Management

When a person driving a car decides to stop, turn, or change lanes, there is the potential for conflict with other people driving, walking, and bicycling. Access management organizes vehicle movements through strategic driveway placement, left-turn consolidation, and property connectivity.

*Please place your sticker dot  below the Access Management Spectrum to indicate your priority.*





# BICYCLE FACILITIES

IMAGE 1



Source: Toole Design Group

Like – 61  
Don't Like – 11



## BICYCLE FACILITIES



IMAGE 2

Like – 18  
Don't Like – 56

# BICYCLE FACILITIES

IMAGE 3



Source: [www.divisare.com](http://www.divisare.com)

Like – 68  
Don't Like – 7



## BICYCLE FACILITIES

IMAGE 4



Source: Ernie Boughman

Like – 64  
Don't Like – 11



## BICYCLE FACILITIES

IMAGE 5



Source: Ernie Boughman

Like – 65 Don't Like – 9



## BICYCLE FACILITIES

IMAGE 6



Source: <http://www.cityofgoleta.org>

Like – 41 Don't Like –32

## BICYCLE FACILITIES

IMAGE 7



Source: [www.agenda.ge](http://www.agenda.ge)

Like – 61 Don't Like – 12



# TRANSIT FACILITIES

IMAGE 8



Source: [usa.streetsblog.org](http://usa.streetsblog.org)

Like – 63  
Don't Like – 11

# TRANSIT FACILITIES

IMAGE 9



Source: Ernie Boughman

Like – 59  
Don't Like – 14



# TRANSIT FACILITIES

IMAGE 10



Like – 62  
Don't Like – 13



# TRANSIT FACILITIES

IMAGE 11



Source: [www.jeffersoncitymo.gov](http://www.jeffersoncitymo.gov)

Like – 51  
Don't Like – 22

# TRANSIT FACILITIES

IMAGE 12



Source: Congress for the New Urbanism

Like – 11  
Don't Like – 63



# TRANSIT FACILITIES

IMAGE 13

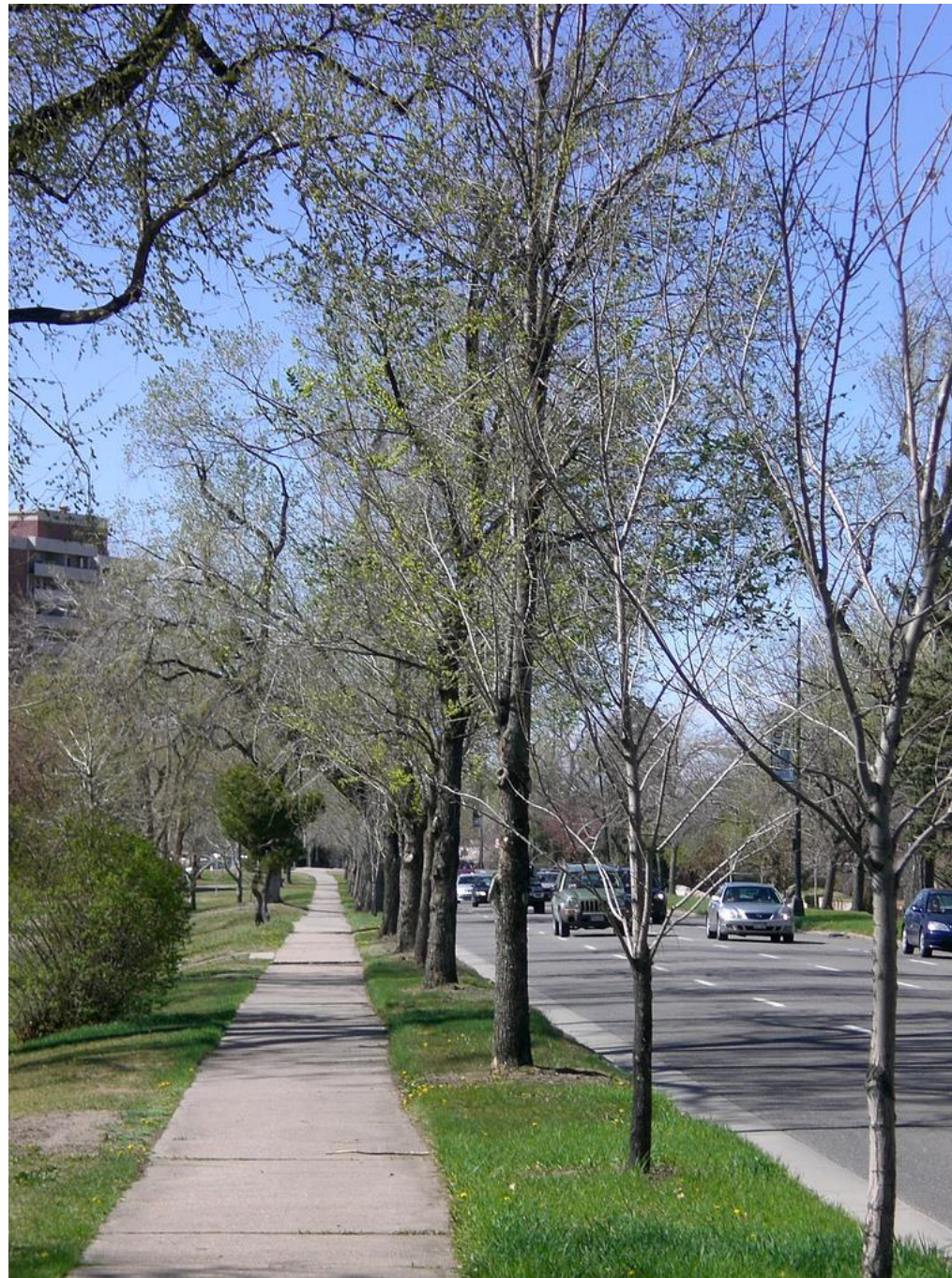


Source: City of Knoxville, Cumberland Avenue

Like – 48  
Don't Like – 26



## PEDESTRIAN FACILITIES



Source: Flickr, Complete Streets

Like – 62 Don't Like – 11

IMAGE 14



## PEDESTRIAN FACILITIES



IMAGE 15

Source: Ernie Boughman

Like – 59  
Don't Like – 13



# PEDESTRIAN FACILITIES



IMAGE 16

Source: Hedstrom Design, Knoxville

Like – 65 Don't Like – 9

## PEDESTRIAN FACILITIES

IMAGE 17



Source: Stock Photo

Like – 25  
Don't Like – 46



# PEDESTRIAN FACILITIES



Source: Parsons Brinckerhoff

Like – 63 Don't Like – 11

IMAGE 18



## PEDESTRIAN FACILITIES



Source: City of Nashville, 31<sup>st</sup> Connector

Like – 69 Don't Like – 6

IMAGE 19

## PEDESTRIAN FACILITIES

IMAGE 20



Source: [www.nashville.gov](http://www.nashville.gov)

Like – 29 Don't Like – 42



# PEDESTRIAN FACILITIES

Source: <http://www.urbanophile.com/2010/05/23/next-american-suburb-carmel-indiana/comment-page-1/>



IMAGE 21



## ROADWAY FACILITIES

IMAGE 22



Source: Libby Thomas

Like – 60 Don't Like – 14



# ROADWAY FACILITIES

IMAGE 23



Source: Forward Pinellas

Like – 51  
Don't Like – 21



## ROADWAY FACILITIES

IMAGE 24



Source: [www.wwpa.org](http://www.wwpa.org)

Like – 32  
Don't Like – 40



# ROADWAY FACILITIES

IMAGE 25



Source: esp.com

Like – 48  
Don't Like – 24



# ROADWAY FACILITIES

IMAGE 26



Source: Complete Streets

Like – 51 Don't Like – 23



## ROADWAY FACILITIES

IMAGE 27



Source: Ernie Boughman

Like – 45 Don't Like – 30

# ROADWAY FACILITIES

IMAGE 28



Source: Ernie Boughman

Like – 6  
Don't Like – 67



## ROADWAY FACILITIES

IMAGE 29



Source: Gresham, Smith and Partners

Like – 66 Don't Like – 9



## ROADWAY FACILITIES

IMAGE 30



Source: [www.co.Washington.or.us](http://www.co.Washington.or.us)

Like – 28  
Don't Like – 45